

Green Crews on the Elevated Gave Wretched Service All Day, the Few Trains Running with Gates Open and Small Boys Ringing the Bells.

Few Stand by Company. After a show of operation on the west side had been made the Company paid special attention to the east-side lines. Some of the motormen on the

long line of policemen and private detectives guard the yards and the new lodging-houses and refuse to allow any one to approach who cannot present a reporter's or police pass or a pass signed by the officials of the Interior-guard system.

Run by subway cars on a side track in the yards have been converted into dining and lounging cars for men off duty. Carloads of canned meats and vegetables have been stored in the barns, and cooks have been engaged to take charge of the kitchens. The service of meals

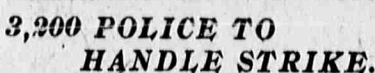
Ralph M. Easley, secretary of the National Civic Federation, was not at the headquarters at No. 281 Fourth avenue when inquiry was made there, but it was said he had not been there today. No one seemed to know where he was. It was asserted that if any one connected with the organization was moving in the matter of the Interior strike it was not known at the headquarters.

FOR FACTS AND FIGURES
SEE 1905 WORLD ALMANAC.

Riding on the "L" trains was quite an experience. The green motormen made emergency stops with alarming frequency, piling the passengers on top of each other when they were not too crowded to move. Frequently trains were run past the platforms halfway to the next station before they were stopped. Some of the motormen backed up, in spite of the danger of collision with the train following.

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(Photographed Especially for The Evening World by Staff Photographers.)



By order of Commissioner McAdoo, 3,200 policemen of all grades are held on reserve duty. The Commissioner issued the order through Secretary Howell. Inspector Corrigan is in active command at Police Headquarters.

"We have a reserve force of 2,200 men," said Mr. Howell, "to deal with the emergency. We shall divide them into two platoons of 1,600 men each so that one-half may rest while the other half is working. With the time that it takes to get the men, the number seems rather small. The Commissioner will have nothing to say concerning the details of his plans until the time as there is some call for action."

During the afternoon the local trains in the Subway ran at intervals of from 15 to 20 minutes. The subway service was abandoned before noon.

A small army of policemen stood in the Brooklyn Bridge station, ready to be despatched to any spot along the line where trouble might occur. These policemen were ordered to give the best treatment given them by the Subway officials.

Police officers on duty here for the Subway owners for almost twenty-four hours," said one of the patrolmen. "During that time many of us haven't had anything to eat except the few scraps that we have been able to pick up. The very least the Subway Company should be to give us a few sandwiches."

Shortly after 2 o'clock word was received that a riot was in progress. Trouble was expected uptown, and the policemen were at once detailed to train cars and subway officers being detailed to police trains.

Harlemite Takes in Strike.
LABOR COMMISSIONER TO
TRY TO SETTLE STRIKE.

**RAPID TRANSIT BOARD
IS NOT INTERESTED.**

"The master of the strike will not concern the Rapid Transit Commission, unless it becomes a public nuisance. It is a matter wholly for the operating company, and the Commission will not be called upon to do anything."

**NO EXPRESS TRAINS
TO-NIGHT IN SUB. OR "L."**

Vice-President E. P. Bryan, of the Interborough Company, admitted this afternoon that he would not be able to run any express trains on the Sub-
way and "L." lines during the rush hour traffic. He said he would do his best to handle the crowds with local trains.

1. That the present physical examination now in force against motormen and other employees shall be eliminated and a practical road test substituted instead above to take effect Jan. 1, 1905.
2. A day's work for motormen and other trainmen to be nine hours or less; motormen's mileage not to exceed 100 miles a day.
3. Relay for motormen, when headway is less than six minutes, should be allowed at southern terminals, loop or no loop.
4. All road work on trains with or without passengers shall be done by qualified motormen.
5. For all employees excepting tower switchmen nine hours shall constitute a day's work, with time and a half for overtime.
6. Tower switchmen, eight hours or less to constitute a day's work, with one day off duty a month with pay; time and a half for overtime.
7. Ten per cent. increase in pay for all employees excepting motormen.

The woman who refused her name had a narrow escape from death on the Third Avenue "L" road at One Hundred and Thirty-eight street, because of the actions of one of the city's police guards on a downtown train. She was saved from what appeared to be serious injury or death by Jeremiah Fay, a clerk in the Bronx Coroners' office, and the woman, No. 10, East 100th Street, One Hundred and Thirty-eight street, who were on the platform at the time.

The Harlem Arentz, on One Hundred and Twenty-fourth street near Third avenue, one of the meeting halls frequented by the strikers, was filled with demonstrators, and the general tenor of conversation was pacific.

Edward Roselle, representing City Tencks, of the local Brotherhood of Carpenters, was the first to speak. He

Mr. Roselle said that a motorman disassembled three months ago for hearing loss, and that he had been told that the man had refused for fear of entailing some accident through inexperience.

STRIKE BREAKERS.

The following is the scale of wages which the Interborough is offering all men who seek employment with it:

Motormen—\$3, \$3.25 and \$3.50.
Conductors—\$2.10, \$2.25 and \$2.40.
Guards—\$1.55, \$1.70, \$1.85 and 1.95.
Agents—\$1.75, \$2 and \$2.25.
Switchmen—\$2 and \$2.55.
Towermen—\$2.45 and \$2.50.
Porters—\$1.50.
Ticket-collectors—\$1.40 and \$1.55.

MEETING TO-NIGHT

The strike leaders have hired Sulzer, Harlem River Park indefinitely, and a morose mass-meeting will be held there to-night. Leader Pepper will assure the men that the national association of street railway employees sanctions the strike and that the leaders have \$300,000 at their disposal to conduct the fight.

Mayor McClellan said to-day he had been informed officially that additional strike breakers are coming into New York from Boston and other cities. He declared that these men, as well as the strikers themselves, would be protected by the police.

"I have had a talk over the telephone with Commissioner McCadoo," said the Mayor, "and we reached the understanding that no PARTIALITY SHALL BE SHOWN BY THE POLICE TO EITHER SIDE. The rights of the citizens will be protected as well as the rights of the strikers and the company as well. Commissioner McCadoo reported that everything was moving smoothly so far as police matters are concerned, and that a large body of uniformed men as well as policemen in plain dress are in command at every point to cope with any uprising or difficulty."

WALK!
173 good FOR YOUR SYSTEM

HARLEM CAR YARDS.

Anticipating attacks upon the train in the yards at One Hundred and Forty-fifth and One Hundred and Fifty-fifth streets late this afternoon or dur-

est the scene of expected trouble and can have them summoned where they may be needed at an instant's notice.

It is feared that some of the strikers or their sympathizers will attack the

A whole reference library condensed in a single book—such is The World Almanac. Questions are constantly arising and for investigation before a correct answer can be given. Don't spend hours delving into musty volumes. Get the 1955 World Almanac.

Mr. Mahon positively declined even to intimate what the action of the association would be in event of the local union appealing to the national body

The directors of the Interborough Rapid Transit Company met to-day and voted unanimously to support Vice-President Bryan and General Manager Hedley, to fight the strike to a finish and under no circumstances to re-employ any of the men who quit the service to-day.

The following statement was given out:

"A meeting of the Executive Committee of the Interborough Rapid Transit Company, held March 7, 1905, it was resolved that the position of Vice-President Bryan and General Manager Hedley, of the company, in relation to the demands of the employees is fully approved."

"The Committee believes that the rates of pay are higher than on any similar road in the country and that the hours of service are as short as shorter."

"Furthermore the Committee feels that the real question involved is not one of pay or hours, but whether the management of the property, involving the safety of the public and the safety of the employees, can be entrusted to men not be in the hands of its officers."

"The Committee feels that the safety of the public imperatively demands that the physical tests now required, which are the standard railroad tests, be heretofore."

"The Committee also gives assurance that as soon as the full complement of employees is secured, the employees are secured, under no circumstances, places be made for men who have abandoned their positions, and the management of the property, which has been entirely disregarded by them, although the company has continued to employ them."

"The company fully appreciates and will give recognition to the loyalty of the employees who have remained faithful to the service."

A cartoon illustration of a man in a cap and overalls, standing on a stool and using a lever to pry open a door. A small figure is visible through the crack of the door.

President Pepper said he believed if the two unions, the Amalgamated and Engineers', severed their associations, the company would later on try to "down" the Amalgamated men.

Some Regret Expressed.

Many of the ticket choppers will refuse to join the strike movement, and

"This is a serious thing for the men themselves, but it is also a serious thing for the people who are dependent on the 'L' and the Subway to get down to work to earn their daily bread. We think that we are going to be successful in our fight to get the men out of bond and to desert their bonds because the company loss of money would be a serious matter for them. The men who left their posts took precautions to balance accounts before walking out.

Other Strike News on Page 4.

SAYS M'ADOO.
Personally and officially I am sorry that there is a strike on these roads because of the grave, even if temporary.

power of this department will be used with zeal, energy and promptness in preserving the personal security of citizens in the streets, in their homes and at work.

No violence of any kind or in any quarter will be tolerated for a moment. Persons and property will continue to be safe in this city.

Statement by Commissioner McAdoo.

The Oppenheimer Institute.
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126 West 125th, Newark, N.J. **Bluthoff,**
17c Irvay, **Bluthoff**, 44 Court St.
Literature and full information, **see**, **see**,
on request.

Name.....

(5). Address.....